

SUPPLEMENTAL AGENDA ITEM 6A

Mountain Desert Committee

June 16, 2006 - 9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Discussion Item

6A. Fiscal Year 2006/2007 Transportation Development Act (TDA) Unmet Transit Needs Public Hearings.

1. Adopt Definitions of "Unmet Transit Needs" and "Reasonable to Meet" as identified in Attachment A.
2. Set Times, Dates and Locations for the TDA Unmet Needs Public Hearings.

Mike Bair

This item was left off of the original Mountain/Desert Committee agenda.

Minute Action

AGENDA ITEM: _____

Date: June 16, 2006

Subject: Fiscal Year 2006/2007 Transportation Development Act (TDA) Unmet Transit Needs Public Hearings

Recommendation:*

1. Adopt Definitions of "Unmet Transit Needs" and "Reasonable to Meet" as identified in Attachment A.
2. Set Times, Dates and Locations for the TDA Unmet Needs Public Hearings.

Background: Each year the San Bernardino County Transportation Commission is required by Public Utilities Code Sections 99238.5 and 99401.5 to hold public hearings for obtaining testimony regarding unmet transit needs that can be reasonably met and must adopt findings prior to making an allocation of Local Transportation Funds (LTF) for street purposes. Per the Board action of 1993, a public hearing will not be held in the Valley as all LTF revenues are committed to transit. The information obtained at these hearings will be used in the planning and budget development of the affected transit operators for the subsequent fiscal year, as recommended in the transit operators' performance audit.

In January 2003, the Board approved the definitions of "unmet transit needs" and "reasonable to meet". An amendment to Section C – Equity, under the definition of "reasonable to meet", was approved by the Board in September 2004. These definitions were the result of an extensive effort to update them with input from

*

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

organizations representing the transit dependent and the affected transit operators during 2002. The California Department of Transportation has suggested that the definitions be reviewed and adopted on a periodic basis. Attachment A contains the current definitions and no change is being proposed at this time. These definitions will be used to respond to the testimony received.

Three public hearings are proposed for this year with the locations being the Morongo Basin, San Bernardino Mountains and Victor Valley. The Boards of the Morongo Basin Transit Authority (MBTA), the Mountain Area Regional Transit Authority (MARTA) and the Victor Valley Transit Authority (VVTa) will serve as the hearing boards at their respective locations.

The schedule for the proposed hearings is as follows:

Upper Desert Region

September 18, 2006, at 9:30 a.m.
Mojave Desert AQMD Board Chambers
14306 Park Avenue
Victorville, California

Mountain Region

September 18, 2006, at 1:00 p.m.
MARTA Operations Facility
621 Forest Shade Road
Crestline, California

Lower Desert Region

September 21, 2006, at 3:00 p.m.
Morongo Basin Transit Authority Facility
62405 Verbena Road
Joshua Tree, California

Financial Impact: This item is consistent with the adopted FY 2006/2007 budget. Funding for the public hearings is provided under Task No. 50207000, the funding source is LTF Administration.

Reviewed By: This item was unanimously recommended for approval by the Administrative Committee on June 14, 2006; and, is scheduled for review by the Mountain/Desert Committee on June 16th.

Mountain/Desert Agenda Item

June 16, 2006

Page 3

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

Attachment A

Definitions of "Unmet Transit Needs" and "Reasonable to Meet" adopted by the San Bernardino County Transportation Commission Board of Directors on July 5, 2006

Unmet Transit Needs: Unmet transit needs are any deficiency in the provision of public transit service, specialized transit service or private for-profit and non-profit transportation.

Reasonable to Meet: Reasonable to meet is a determination to be made based upon the following guidelines, performance and financial standards:

- A. Community acceptance** – The proposed service has community acceptance and support as determined by the Unmet Transit Needs public hearing record, the inclusion of adopted programs and plans, the adoption of governing board positions and other existing information.
- B. Timing** –
 - 1. The proposed service shall be in response to an existing rather than future need.
 - 2. The proposed service shall be implemented consistent with the timing for federal and state grant approval if such a grant is the most appropriate primary method of funding.
- C. Equity** – The proposed service shall:
 - 1. Not unreasonably discriminate against or in favor of any particular segment of the community.
 - 2. Not result in reduced service levels for other parts of the transit system that have equal or higher priority.
 - 3. Require a subsidy per passenger generally equivalent to 120% of similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

D. Cost effectiveness – The proposed service shall:

1. Not duplicate other existing transportation services or resources.
2. Consider opportunities for coordinating among adjoining public entities or with private transportation providers and/or funding agencies in order to maximize existing resources (including financial) as well as legal or customary responsibilities of other entities such as social service agencies, religious organizations and schools.
3. Not adversely affect the operator's ability to meet the required ratio of fare revenue to operating cost after two full fiscal years of operation.
4. Meet a productivity level of 80% of the average number of passengers per hour for similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

E. Operational feasibility – The proposed service must be safe to operate, including the operation of vehicles on adequately maintained roadways.